

# 1. INTRODUCTION

DELAWARE DEPARTMENT OF Transportation proposes to build a new road connecting U. S. Route 13 with McKee Road, a short distance below Denney Road in Dover, Kent County. The new road, to be known as Scarborough Road, has been known colloquially as the new Denney Road. It will pass through the campus of Delaware Technical and Community College.

As currently proposed, the right-of-way for this four-lane road will encompass a path 100 feet on either side of the centerline, shown as a dashed line on the maps and plans herewith. At Route 13 and at McKee Road, the right-of-way will widen to accommodate turn lanes.

Two routes were investigated. Eastern portions of both are the same, but their river crossing points and western segments are different.

After crossing the head branch of St. Jones River, the new road would cross either the Ford Farm (southern route) or the farm known historically as the Geiser Farm (northern route).

The northern alternative crosses St. Jones River just below the confluence of its Maidstone and Fork branches. It then crosses the Geiser farm between the General Metalcraft factory and the former Atlantic Transfer terminal.

The southern route crosses the St. Jones at its confluence with White Marsh Ditch and enters McKee Road south of General Metalcraft on the Ford farm.

## THE CURRENT INVESTIGATION

In order to comply with Section 106 of the National Historic Preservation Act of 1966 as amended, and other regulations, the Department of Transportation engaged Edward Heite to conduct Phase I and Phase II cultural resources investigations in the proposed corridor. The consultant in turn engaged Cara L. Blume as consultant to analyse the prehistoric aspects. The project area was generally the proposed rights-of-

way and certain adjacent areas that might be impacted.

Work on the present project was conducted between October 1989 and August 1991, under the general supervision of Kevin Cunningham, archaeologist for the Delaware Department of Transportation.

Purpose of a Phase I survey is to identify all cultural resources that might be affected by the project, but to investigate neither their extent nor their significance.

Phase II surveys assess the extent, integrity, and probable eligibility for listing in the National Register of Historic Places, of sites identified in the first survey.

The 1989 Phase I work was conducted by Heite personally, working alone, beginning October 9, 1989. Blume joined the project when Phase II work began in 1990. The 1990 fieldwork was assisted by members of the Kent County Archaeological Society. Phase I ended in November 1990 with the recording of machine-cut trenches. In summer 1991, Phase II work was performed.

## CONSTRAINTS

There were few constraints on survey; for the most part conditions were ideal. Soybeans, high grass, and mosquitoes proved to be temporary annoyances, but not impediments.

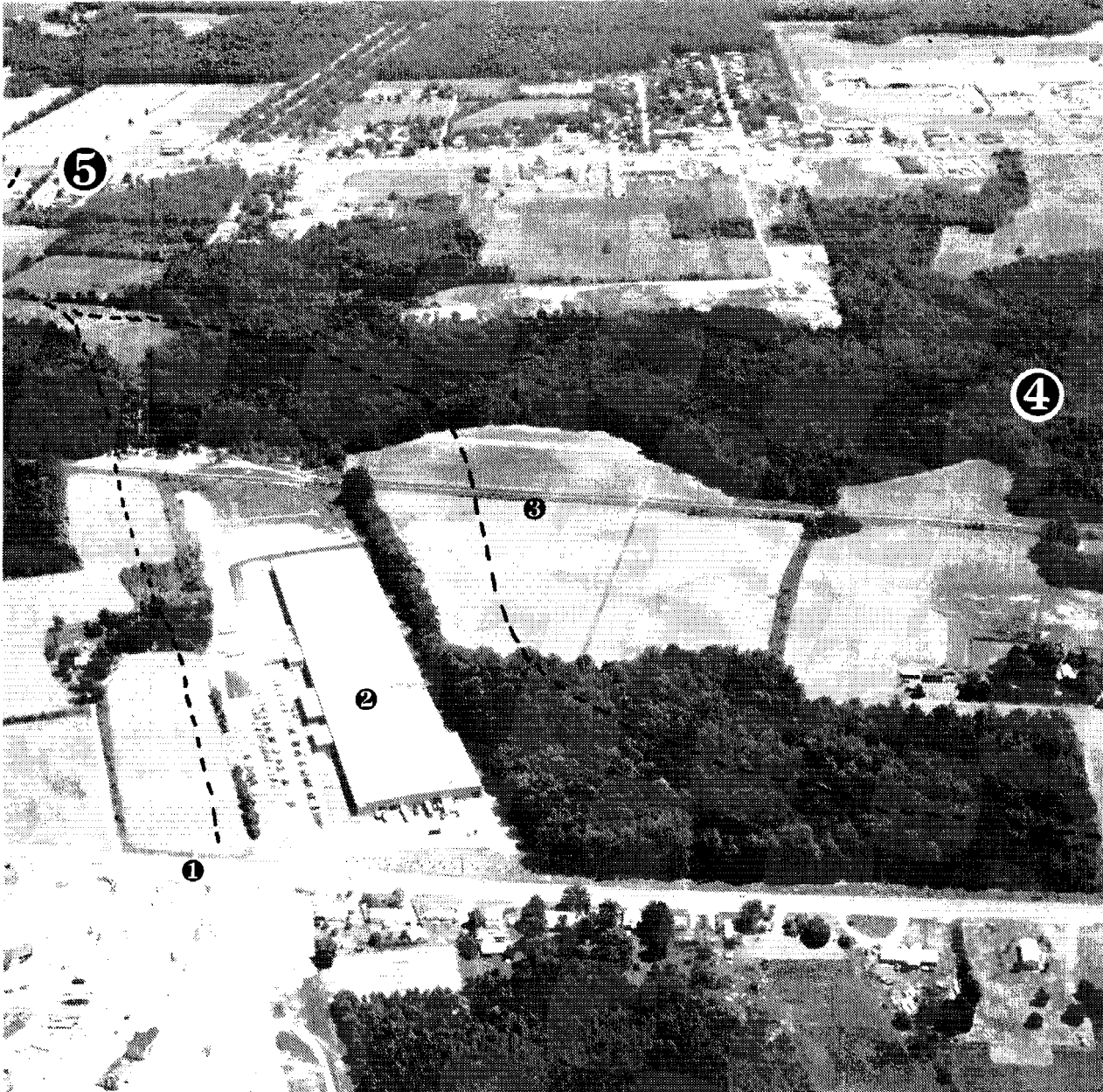
At the Route 13 end, the disturbance caused by a trailer sales yard confined the survey. It was possible to sink controlled tests on less disturbed adjacent state-owned property. After the trailers were removed, the site was trenched and searched for buried features.

It was not possible to use dry-land methods to investigate the drowned historic valley of Fork Branch. It should be noted, however, that prehistoric settlement is unlikely to have taken place in the poorly drained soils of the floodplain, and historic use of this area is also likely to have been extremely limited.

Plate 1

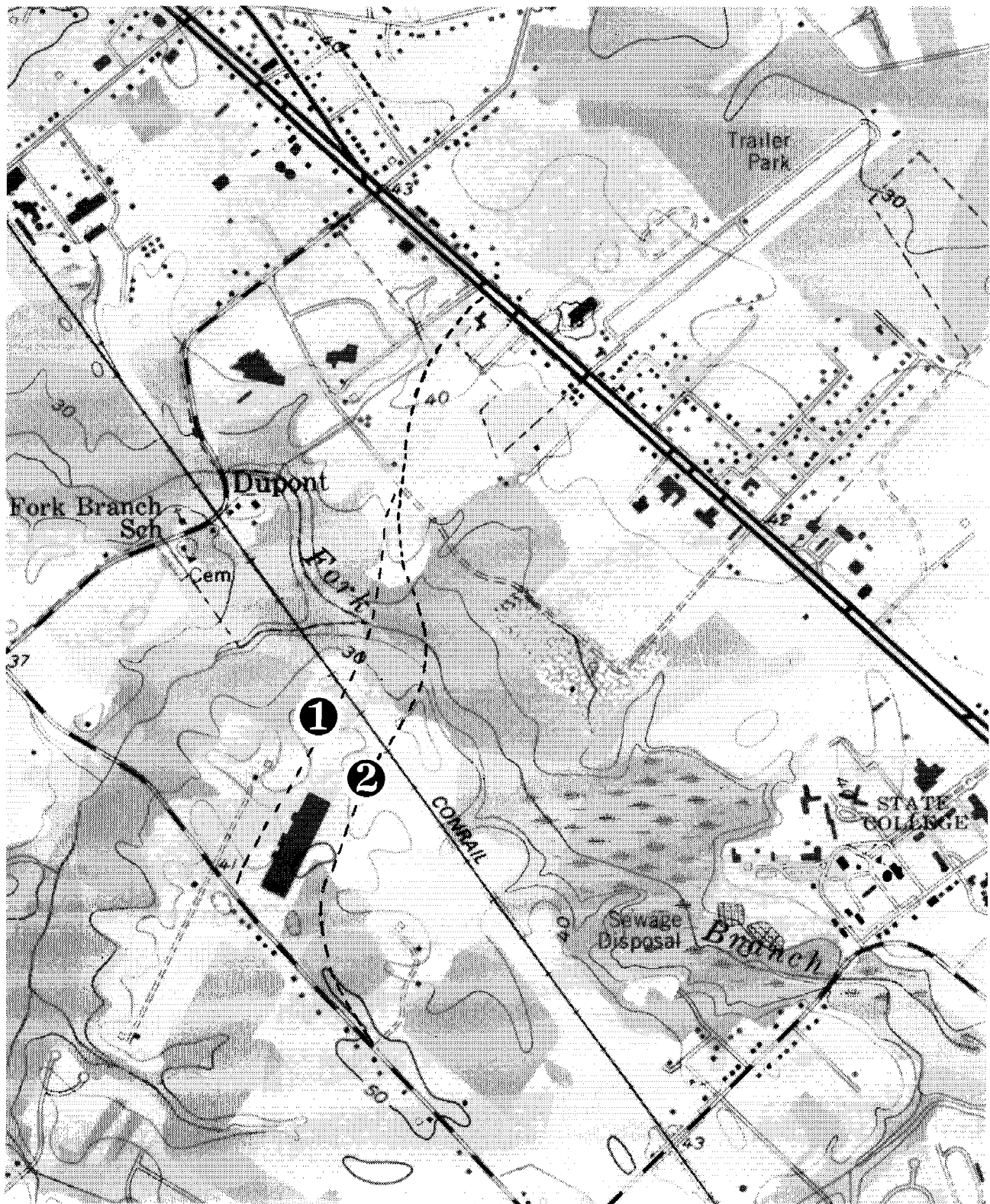
## Project Area

Aerial view from the west



1. Saulsbury Road 2. General Metalcraft factory  
3. Conrail tracks 4. St. Jones River  
5. Route 13

← NORTH



1. North alignment 2. South alignment

Scale: One Mile

Figure 1  
**Project Area**

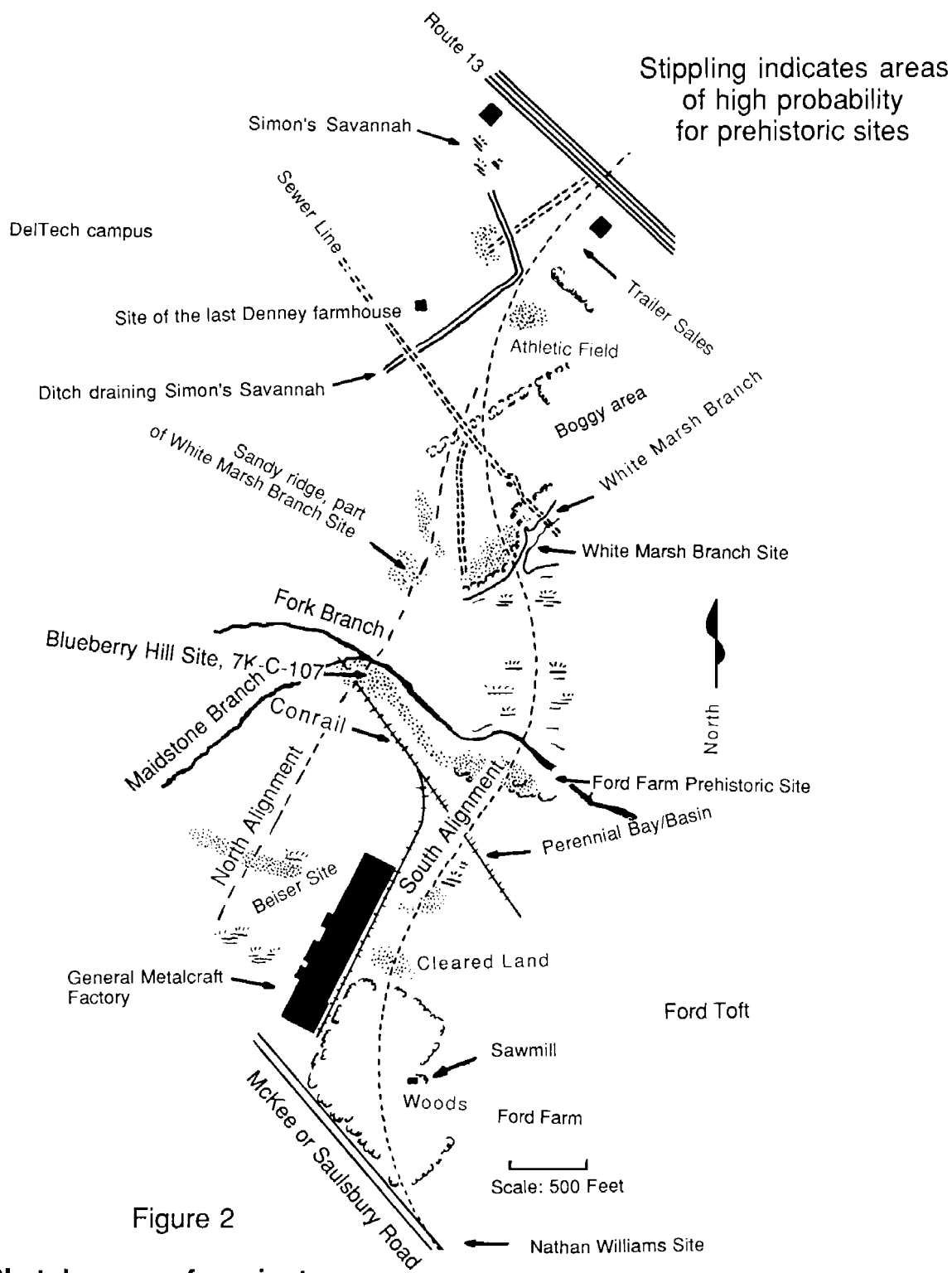


Figure 2

Sketch map of project area